

# BMHA Newsletter



BICYCLE MOBILE HAMS OF AMERICA

Volume 8, Number 2

Apr/May/Jun 1997

## DAYTON '97

### BMHA Forum at HamVention '97!

The 8th annual BMHA forum program is set. Moderator Chris 'Ride Right' Charron, KOPE, will be joined by speakers Bill Sharp, W8HI, and John Einberger, N0MSA. All three are current or past communication coordinators for some of the largest and most prominent bicycle rides.

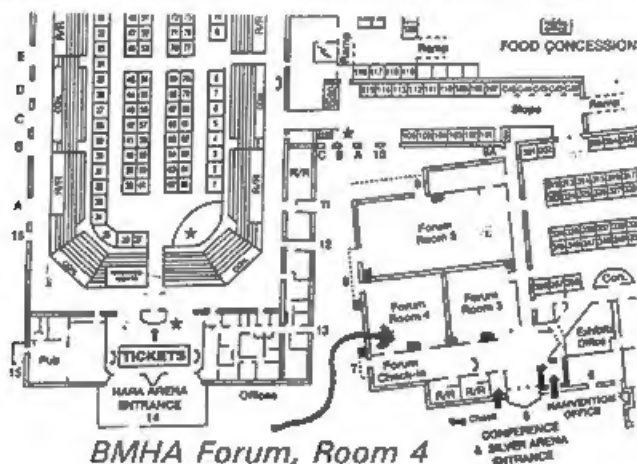
They will deal with some of the problems they have met in providing communication for these events. After short presentations the participants will field questions during a panel question and answer session.

Date: Sunday, May 18, 1997

Time: 09:00 - 10:30

Location: Room 4 (Just inside the Silver Arena Entrance.)

Topic: "Providing Radio Communication for Cycling Events"



### The Program:

- 09:00 - 09:15** Welcome, BMHA reminders, announcements.  
**09:15 - 09:30** Colorado's Mountainous 'Tour de Cure'  
---John Einberger, N0MSA  
**09:30 - 09:45** 'GOBA', the Great Ohio Bicycle Adventure  
---Bill Sharp, W8HI  
**09:45 - 10:00** 'RAGBRAI', the Register's Annual Great Bicycle Ride Around Iowa  
---Chris Charron, KOPE  
**10:00 - 10:30** Panel question and answer session.

Bring your questions, comments, and concerns. If this panel of 'experts' can't answer your question certainly someone in the crowd will!

The two BMHA booklets titled Tour Leader's Guidebook and Radio Operator's Guidebook will be on sale at

the Forum for \$2 each. These booklets, by Dave Gerbig, WB9MZZL, tell how ham operators can provide communication support for bicycle events.

### BMHA's Sixth Annual Bike Tour

TIPP CITY PARK  
TIPP CITY, OHIO  
SATURDAY, MAY, 17, 1997  
RIDE BEGINS 2:30 PM

If you are planning to be at the Dayton HamVention this May, plan on coming to the BMHA Bike Tour. It's not exactly a tour---it's more like an afternoon club ride combined with a picnic. Bring your bike and come on the ride, or just bring yourself and enjoy meeting your fellow BMHA members. Throw some wires into the trees in the park and show us your QRP equipment in action too!

Last year's ride featured temperatures in the low 70s and mostly sunny skies. The ride was 28 miles with a short snack stop at the halfway point. Our radio-equipped group called ahead to the park insuring that our picnic lunches would be there when we arrived. The plans for this year's ride are pretty much the same. With things like the weather and rider preferences being variable, we like to play it by ear as far as the details go.

If you are interested, send an SASE to: **BMHA Bike Tour**, 419 South Third St., Tipp City, OH 45371-1727, or an e-mail to: [etown@infinet.com](mailto:etown@infinet.com). Additional details and directions will be forwarded. Let us know if you will be coming and how many in your party. Also, if you live in the Dayton area and would be available to help out (no real duties, but you must be able to ride and/or eat), we would love to hear from you. If there are any BMHA get-togethers planned at HamVention before the ride, we'll try to have copies of the ride directions available there also.

See you there,  
Jim Gumbert, NC8Y

**ATTENTION!** The BMHA E-mail Directory for 1997-98 will be published soon. E-mail your correct and/or updated E-mail address ASAP to [hartleyal@aol.com](mailto:hartleyal@aol.com).

# SERVING THE BIG TOURS

## The Hilly Hundred Report

5,000 riders took part in the 28th Annual Hilly Hundred Bicycling Weekend in Bloomington, Indiana last Oct 19th and 20th. The "Hilly" covers 50 miles each day on a figure-eight course that starts and ends in town. For the past several years my husband Joe and I have been in charge of the SAG (sagwagon) and emergency services. We couldn't have fulfilled our responsibilities without the assistance of the Bloomington Amateur Radio Club. They provide communications at headquarters, in four sagwagons, and at six rest areas and strategic sites along the route. They even encouraged Joe and me to become 'one of them'—we're now fellow hams! Joe's N9SYH and I'm N9XSS.

The Hilly Hundred has always had favorable coverage by the media, including estimates that the event pours \$500,000 into the local economy. This coverage has helped remind motorists on the route to treat our riders with respect.

### The Hilly Hundred



The Hilly 100 pedals through three counties.

### CAP Joins the Hilly

Hilly Hundred '96 used a combination of amateur radio operators, Civil Air Patrol members, packet radio, and bicycle mobile hams to provide the most extensive coverage ever! This year, the local head of the Civil Air Patrol contacted us and asked if there was any way they could be involved in the Hilly as a field exercise for their squadron. For three hours on Sunday a CAP plane flew over the area, reporting potential problems on the cycling route to the four CAP operators on the ground. In addition, the CAP repeater installed on the fire tower in Brown County State Park provided clear communication around the entire Hilly Sunday course. (That has always been a problem area for us.)

The required use of different frequencies (ham vs CAP) meant that at headquarters (net control), we had two sets of radios set up to be monitored. Prior to the event, the hams and the CAP installed antennas on the HQ building. We set up side-by-side tables for the ham club and CAP radios and the people operating these rigs. Interference is a problem, but we're working that out. The operators using the packet radio are at a table right next to these two, so we can communicate about the

locations of the SAGs that are being monitored. I also have a telephone at my table and a two-way commercial radio for communicating with other sub-directors at HQ.

Although I am licensed, the only time I use the radio directly is if a prolonged conversation is needed or if my ham counterpart is taking a short break. The radio operators present the situation to me, I give them an answer, and they pass on that answer. It's not uncommon on Saturday morning that for a while I am communicating via both radio systems, the telephone at my table (for emergency communications) and the 2-way commercial radio. It sounds chaotic but actually works quite smoothly.

Dave Gerbig, WB9MZZ, has always been a great help in preparing all these communications people for this event. This year, he provided me an advance copy of his *Radio Operator's Guidebook*, written specifically to tell hams how to provide communications for a bicycle event. I used this basis of information as well as a few pages I wrote that specifically cover the Hilly Hundred event. The main philosophy I follow is that while I know the Hilly Hundred, its SAG setup, and where I most need communications, the hams know how to carry out that communication. I have always relied on their expertise and have never been disappointed.

It's a bit harder getting volunteers for a week-long event, like our TRIRI—Touring Ride In Rural Indiana—June 22-28, '97, but we're always working on improving communications for that event. GOBA (Great Ohio Bicycle Adventure) does a very good job of organizing hams for coverage of their week-long event, and they've given me some good ideas. If you would like to volunteer for this year's TRIRI, please contact me immediately.

—Barbara L. Anderson, N9XSS

Hilly Hundred SAG and Communications  
TRIRI Director  
3603 Essex Ct.  
Bloomington IN 47401 (812) 332-6028

### Gerbig's Report on the Hilly

The Ham support of the Hilly was great, as we have come to expect. The riders are beginning to accept the hams as dependable support resources. Barb Anderson, N9XSS, head of the support operations for the Hilly, had several dozen hams helping both days.

I again rode carrying the two-meter rig and using my legal-limit antenna mount. (See July issue of BMHA NewsLetter, p.3.) On Saturday, for the entire fifty mile loop, I had full quieting to and from the local repeater. On the Sunday loop I had perhaps two or three short sections of up to two hundred yards where I was in the noise. Next year I may carry a cordless solder iron. Ever try to repair a coax junction without solder? Hint: wrap the wires together, then cover them with a band-aid. It worked long enough to finish the ride and then the ride home. (In a coming issue, look for Dave's article on his new method for mounting a MOBILE (!) radio on his bike.)

The greatest problems were SAG drivers (not hams) being unwilling to carry bikes for fear they would get the car dirty! So several hams ended up acting as SAG drivers, behind the wheel of their own cars.

### GPS acts as Spy in the Sky

At the ham club's after-action review, the feeling was that hams could do a better job of providing SAG service than

the bike club's non-ham volunteers. Feelings were so strong that I think next year the Hilly will have 100% ham SAG service. This was given a somewhat expedited boost when we installed an automatic GPS position-reporting rig in two of the SAG vehicles. These SAG drivers were told they could listen to net activity and thus respond to problems faster. (No microphones were included with the GPS reporting radios, so the drivers were not tempted to transmit.) Officially, this was a test of the GPS Packet position-reporting system. We did get random location input from a vehicle traveling an unknown route. The drivers were not told that HQ would know where they were every fifteen minutes. HQ was not pleased with the routes the SAGs traveled (they were not the bike routes, believe me). Nor were the drivers pleased that HQ knew where they had been while claiming to SAG the route. Those two drivers will not be missed.

---Dave Gerbig, WB9MZL  
3504 S. Tremont Way  
Bloomington, IN 47401-8995

### ***A Hilly Report from a Bike-Mobile Ham***

The Hilly Hundred is a two-day, fully supported, 50-mile-per-day tour, in Monroe, Morgan and Brown counties in scenic southern Indiana. It is held at the peak of the fall color season in mid-October and although Dave Gerbig, WB9MZL, says the route is 'somewhat hilly', it is **HILLY**. Even if you aren't familiar with the ride, you'll recognize the guy who started it all. The Hilly was founded 29 years ago by Hartley Alley, NA0A. About 75 riders participated in that first ride, but now registration is limited to 5000, and freeloaders are estimated at several hundred.

My fourteen-year-old son, Kevin, and I recently obtained our ham licenses so we could communicate with each other while riding rail-trails (no hills)---something our family has done on vacations for several years. We discovered BMHA while 'surfing the Web' a few short weeks before the ride. We volunteered to help with the ride after Barbara Anderson, N9XSS, gave a presentation at the local ham club meeting.

Dave Gerbig, WB9MZL, Todd Snyder, KB9NVH, Kevin, KB9MQU and I, KB9MQT, were bicycle-mobile roving SAGs on Saturday. On Sunday, Kevin and I handled com duties at one of the rest areas while Dave and Todd continued to ride.

As bicycle-mobile roving SAGs, we used our radios to report mechanical breakdowns, help find misplaced children, and get answers to questions from fellow riders. We managed to pedal up most of the hills---we had plenty of company while walking up the others.

The ride went very well. The weather was beautiful, the trees were in full color, the people were friendly and determined to have a good time. The musicians at the rest stops were great, as was the food. And there were few serious accidents.

Volunteering is a good deal! Volunteers get to ride free and receive meals, t-shirts, hats, tent space and other benefits.

---Ken Ratcliff, KB9MQU  
501 E. University St.  
Bloomington IN 47401

## **TOURING TIPS**

### ***Cycling in Hot Weather: How to Survive***

If you live in Israel, as I do, and cycle in the summertime you soon learn to deal with the heat. Israel's summers are hot. Inland temperatures (excluding desert) are constantly about 35 centigrade (92 Fahr). Along the coast it's 30 C (85 F) and heavily humid. Anyone not accustomed must take great care.

First, beware the sun and **KEEP THAT SHIRT ON**. Many tourists enjoy the first day here and wake up sunburnt the next morning. Remember that **HALF AN HOUR** in the sun can be enough to burn without realizing it. Secondly, beware of overheating, as this can be fatal. Third, beware dehydration.

**Summer gear:** Use plenty of sun-protection lotion, preferably with a high protection factor (15 or more). Local brands work excellently. Rub **EVERY** exposed part of your body. Take **PLENTY** of water. I don't use frame-mounted bicycle bottles as these quickly produce unrefreshing hot tea. Instead, I fill plastic bottles with cold water (when available), put them in thermal insulation and shade them in any bag. Sun head-protection is compulsory. Caps are no good as they block the air. A well-ventilated lightly-colored bike helmet is fine.



***Teddy and his bike with the electric fan.***

As for my personal story with the heat: One spring the desert winds attacked with rare and sudden ferocity: temperatures over 45 C (114 F). I worked night-shift the day before, so I rode to work around noon, not assessing correctly the situation. I made it uneventfully almost all the way, but after a tiny final climb I felt bad and was on the verge of heat stroke. I sprinkled all the water I had on my head and barely walked the remaining few hundred yards to work.

#### **Conclusions:**

1. Heat riding is dangerous.
2. It can be done.

I have learnt since: Heat is produced mostly on uphill climbs, so overheating can be anticipated well in advance. For instance, groups may climb a hill early in the morning and descend in the hotter hours. Heat is dissipated when moving. Stopping, walking or slow ascending may cause overheating.

I use a cheap battery-powered fan on my handlebars, which works wonders at traffic lights, uphill etc., turning it on only at the necessary moments. Cold water of course is the best cooler, and drinking plenty of it at regular intervals works great. Cycling in the heat can be safe, but you must be prepared.

---Teddy Neeman, 4ZSJQ  
POB 65078 Tel-Aviv 61650, ISRAEL  
phone: 972-3-6426016 email: teddy@teledata.co.il

# GEAR

## I Like My New Setup

In the Oct '95 issue, you ran my story of my original setup. After a while I saw that my old setup wasn't working out. I found that I didn't want the coax hanging around my neck, the HX-202 was too heavy for continued presence in my jersey pocket and would constantly get hung up when I was dismounting and pushing my bike to the ice cream stops on the McLean County Wheelers "Ride to Eat".

My criteria for an acceptable set-up are as follows:

- 1 - Clean professional look. I don't want to make my carbon fiber frame look like a beater. Also my racing frame has no eyelets for attaching a normal rear rack.
- 2 - Ability to avoid being "wired" when noise levels are down and contacts are not constant.
- 3 - Reasonable protection from dragging the HT down the roads by the coax at 20 mph.
- 4 - Reasonable reception and transmission capabilities.
- 5 - Adaptable to my primary use of vhf/uhf communication in support of service projects, as well as some fun while trying to put in some miles.

I met the requirements by using one of the newly introduced rear racks that clamp to the seatpost. Mine is a HEADLAND---\$50. To hold the antenna, I installed a mounting plate which extends behind the rack. **NOTE:** To maintain grounding so your frame will be part of the groundplane, use metal shim material to adjust for seatpost diameter instead of the rubber provided. The HEADLAND rack appears strong enough to mount a battery and soft solar panel if you wish.



*Norm's new setup is efficient and eye-pleasing.*

I mounted a base-loaded stainless whip (53 inch overall length) and used black tie wraps to run the coax forward to the handle bars. (I'm suspicious that the antenna is a 5/8-wavelength but I can find no ID on it---I bought it for my motorcycle and a two meter rig).

I tied a PEAK radio pack to my clip-on aero bar. (The PEAK pack ran about \$25, as does one called THE POUCH). When slipping the radio into the pack, I use a strong Velcro strap to attach the wrist strap of the radio to the clip-on bar to limit how far it can go in case of accident. I am using a speaker/mike which is loud enough if ambient noise is not too great and allows me to grab the mike for QSO's.

This setup lets me use the clip-on aero bar if the usual Illinois wind is in my face, or I'm trying to save energy.

As for HT's, I have used my giant HTX-202 and a brand new Yaesu FT-50R in this configuration. It gets out, doesn't get in my way and is handy. The pack even has a zippered pocket to hold a boom mike/external PTT/earphone set and a rubber duck.

**The only caution:** If using a speaker/mike be sure it is clipped securely to the pack when you don't have it in your hand. It is scary to see it dangling in the area of your front spokes!

The antenna is high enough to be effective without needing any bracing and is flexible enough to survive the bending it gets when I push the bike into my van for trips to events. If you want to use one of the high-gain dual-band antennas such as Comet or Diamond you will have to be very careful. They are definitely not as flexible and the traps will break. (Been there, did that, and they don't give T-shirts!).

---Norm Huber, N9ZKS

RR # 2 Box 152

Bloomington, IL 61704-9625

## REMINDERS

### BMHA Net....on 20

**TIME:** 2000 UTC and four hours later at 0000 UTC.

**DATE:** 1st and 3rd Sunday of each month.

**FREQ:** 14.253 -- plus or minus the QRM.

Look for me, NF0N, at those times, and if I'm unable to call the net please look for those who have picked up the net when I've been out of town. In particular, look for Assistant Net Controls Jim Kortge, NU8N, and John Liebenrood, K7RO. Jim covers the East, John covers the West, and I cover the middle.

---Mike Nickolaus, NF0N, BMHA Net Control

316 E. 32nd St.

S. Sioux City, NE 68776

### For Sale

Do you have bicycle-mobile-related radio equipment for sale? Send in a description and we'll run it. Limit of 20 words, plus your name, address, phone. For members only.

### Back Issues Still Available

You may purchase any of the twenty five back issues of the BMHA NewsLetter for \$1.50 each, postpaid. For info on the contents of the various issues send a business-size SASE to: BMHA, POB 4009, Boulder CO 80306-4009, and ask for the Index of Back Issues. This service available to members only.

### Your Bicycle Flies For Free!

As a member of BMHA you get free transport of your bicycle, when you fly on Northwest Airlines. You save \$90 on a roundtrip flight. For details call Wild World of Travel, Missoula MT, 1-800-735-7109. Mention that you're a network member of Adventure Cycling.

If you tell us your bike tour plans we'll publish them in the NewsLetter and help make it possible for you to meet fellow BMMHAers in person or on radio as you pedal along. Just send in your route and the dates.



# NEW MEMBERS

*We're pleased to add these names to our Membership List:*

Angelo Coletta, 772 N. Main (c/o Great Outdoors) Akron OH 44310  
Walt Breville, KB0ZLZ, 1149 Innsbrook Est. Wright City MO 63390  
Philip Brown, N5WTY, 6113 Gulf Freeway, #259 Houston TX 77023  
Michael Crain, W4ZZ, 871 E. Plantation Cir. Plantation FL 33324  
Ivan DeLisle, VE7DLD, Box 1815, Grand Forks BC, CAN V0H 1H0  
Chas. Dick, VE7MHA, 3244 W 38 Av. Vancouver BC, CAN V6N 2X6  
John Elder, KO6TS, 1224 E. Aescia Av. El Segundo CA 90245

Scott Farrell, KE4WMF, 5432 Andrews St. Buzzards Bay MA 02542  
Joanne Farrell, " " "  
David McGuinness, KF6EPQ, 6691 Shepherd Cyn, Oakland CA 94611  
Glenn Pollock, WAOFMY, 6738 Laurel, Omaha NE 68104  
Bill Sharp, W8HI, 186 Devon Rd, (GOBA) Delaware OH 43015  
Jim Skrenka, Jr, K9DD8, POB 4445, Chicago IL 60680  
David E Van Wyk, 5582 NW Crooked Rd, Parkville MO 64152

*With traditional ham friendliness, make contact with these new members, welcome them to BMHA, and help them with any problems they might have.*

## BMHA NEWSLETTER

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Mike Nickolaus, NF0N

Bob Pulhuj, KE8ZJ

**Chairman and Founder:** Hartley Alley, NA0A

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We welcome articles, suggestions, letters, announcements, photos, artwork -- anything pertaining to bicycling while operating an amateur radio, or vice versa.

Submitted material will be edited for clarity and, if necessary, shortened to fit space constraints. Material should be submitted before Mar 1, June 1, Sept 1, or Dec 1 for inclusion in the ensuing issue.

BMHA NEWSLETTER, a quarterly publication of the Bicycle Mobile Hams of America -- Jan, Apr, July, Oct.

Phone: 303-494-6559 E-mail: hartleyal@aol.com  
BICYCLE MOBILE HAMS OF AMERICA (BMHA)  
Box 4009, Boulder, CO 80306-4009



Hartley,

Here I am (K3TW/S05TW) bicycling just south of Warsaw, Poland. I will be departing Poland in May to begin a three-year assignment at the U.S. Consulate General in Frankfurt, Germany. Despite poor band conditions, I've been able to make a few stateside QSO's with an MFJ-9020 and a Hustler mobile whip while operating portable from the Baltic Sea coast. Best regards.

---Tom Warren, K3TW (ex: VU2TJW, 5H3TW)

American Embassy, Warsaw, Dept of State  
Washington DC 20521-5010



## ABOUT BMHA

### *For the information of our first-time readers*

Bicycle Mobile Hams of America got its start when a 'Stray' in the June '89 QST magazine asked to "get in touch with hams who operate their radios while bicycle-mobile", signed by Hartley Alley, NA0A. Twenty five hams responded, filled out questionnaires, and received a summary of the collected data.

In April of '90 we had our first BMHA Forum at the Dayton HamVention. We played to a packed house, overflowed the room, and added 54 names to our mailing list. Our six subsequent forums have drawn increasingly larger audiences, and now BMHA is firmly established as a 'regular' at this world-renowned event.

This is the twenty-seventh issue of our quarterly newsletter, which has become the clearing house for the exchange of info and ideas for the hams who go on the air from their bicycles. Since the last issue of this newsletter we have added 14 new members. The total membership now stands at 456, with members in 43 states, and six countries. BMHA is affiliated with Adventure Cycling Association and the League of American Bicyclists.

BMHA membership puts you in touch with a friendly and helpful group of bike-riding hams. You'll make contacts through our membership directory, packet and E-mail address lists, bi-weekly net on 20 meters, annual meeting and Forum at the Dayton HamVention and other regional meetings, and of course through the BMHA NewsLetter, which has articles on bike trips, antennas, other gear, operating tips, etc. Membership application blank on the next to last page.

# GETTING STARTED

Column conducted by Bil Paul, KD6JUI

## More Antennas for Bike Hams

My first bike antenna was the antenna that came with my two-meter Alinco handy-talkie (HT)—a four-inch flexible "rubber duckie." I just held the HT in my hand as I bicycled to work. The other hand got to do the steering and braking! That technique lasted two days. And besides, the little antenna didn't get me glowing signal reports from my new-found friends on the repeater: "Well, JUI, I only got about half of what you said" ... "You were way down in the noise that time---what kind of antenna you using?" ... "Maybe your battery's run down." As I pointed out in a previous column, to get respect on a repeater you've got to offer a readable signal.

If you use a handy-talkie, you're usually stuck with two power levels, and if you're miles away from the repeater you're probably going to use the high power level, running around five watts. However, you can raise your signal level by upgrading from a rubber duckie antenna.

My first upgrade was the antenna which I described in my last column—a simple, bottom-loaded PVC pipe-and-copper wire antenna (I need to say here that I erred in the drawing by not indicating wires inside the pipe with dotted lines—but you probably figured that out by reading the text). The only problem with that antenna is that it's semi-permanently attached to the rear of one's bike—and if you need to upend the bike to repair a flat or load the bike on or in a car, the antenna gets in the way.

## Quick Release Antenna Mount

This column will be devoted to two antenna ideas. Both being designed around a quick release antenna mount sold by Lakeview Company of 3620-9A Whitehall Rd., Anderson, South Carolina 29624 (phone 803-226-6990). I used their U-bolt mount (order #096 - \$7.95) and modified it to attach to the Blackburn rack on the rear of my bike. But I suspect that you could use their (order #281 - \$7.95) quick release mirror mount without modification to attach to your rack (check out their catalog). You connect a traditional coax feed line with a 239 connector to either mount.

## Antenna #1....3/4 Whip

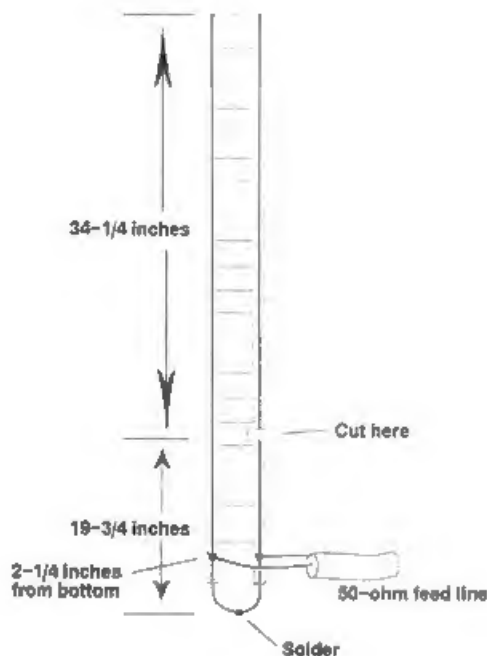
For an antenna on this mount, for a time I used Lakeview's 3/4-wavelength whip antenna (2-meter version is order #9002 - \$12.95) and their quick disconnect (order #009HD - \$6.95). The antenna's OK, but I could never get the SWR (Standing Wave Ratio—an indirect measure of how much power the antenna is radiating) as low as I wanted, even by adjusting the length of the whip. Still, the antenna did OK with the local repeater. The advantage of this system is I could use the same antenna, with the quick release feature, on the bike or on a car (with a magnetic mount on the car roof).

## Antenna #2....Homebrew J-Pole

Nowadays I'm still using the same mount on the back of my bike and the same quick disconnect, but with a home-brew J-pole antenna. It's a tall, not-very-svelte thing (with the top eight feet off the ground on my bike), but it's cheap and works well, with a fine SWR. To make it, I visited my local TAP

plastics store and bought a six-foot, 1/4"-thick, white Fiberglass rod which I epoxied into the end of a Lakeview disconnect (the female part, order #009HDF - \$4.95). That provides the antenna support.

The antenna proper is a J-pole antenna (also a 3/4-wavelength design) made from 450-ohm ladder line, similar to 300-ohm TV twinlead, except it's wider and usually has holes between the two conductors. I don't think Radio Shack sells it, but look for a local ham radio dealer or check the ham radio magazines for transmission line dealers. Many hams have some of it just laying around. To construct the antenna, follow the accompanying diagram (it's not drawn to scale). It's that simple.



J-pole antenna made from 450-ohm ladder line.

Then take the finished product and weave the Fiberglass rod through a few holes in the ladder line, attaching it with electrician's tape to the top of the rod (remove 15 inches of the rod if you feel it's too high). In this case, you won't use the coax connector on the bottom of the mount. But to build a true quick release, install an in-line coax connector. Feed with 50-ohm coaxial cable. (Note: some designs use 300-ohm twinlead, but they haven't been as successful and they are longer. For discussions of twinlead J-pole antennas see the July '95 QST and the July '94 CQ magazines.)

That's it for now. Please write me with questions you may have about *Getting Started* in the fun world of bicycle ham radio. I expect a future column will deal entirely with bicycle hamming on the HF bands (3 through 30 megahertz). 'til then, 73

---Bil Paul KD6JUI

337 Estrella Way

San Mateo CA 94403-2940 wpaul@email.usps.gov

**ATTENTION! The BMHA E-mail Directory for 1997-98** will be published soon. E-mail your correct and/or updated E-mail address ASAP to hartleyal@aol.com.

# NOTEPAD

## Guidebooks now Available.

The BMHAbooklets titled *Tour Leader's Guidebook* and *Radio Operator's Guidebook* are now on sale for \$2 each, postpaid. These booklets, by Dave Gerbig, WB9MZZ, tell how ham operators can provide communication support for bicycle events. The booklets, each running to 25 pages, are loaded with how-to information for leaders and ham communicators. A typical order will be for one "Leader" booklet and five or more "Operator" booklets. Send your orders to BMHA, POB 4009, Boulder CO 80306.

**VOLUNTEERS NEEDED!** Bicycle-mobile and motor-vehicle-mobile hams are needed to provide communication for the annual Bicycle Ride Across Nebraska. Taking place during the second full week in June, BRAN goes West to East through 450 miles of pleasant country and small towns. In particular, help is needed to provide mobile repeaters in the Sand Hills area.

Contact: Ron Mortenson, N0ROF,  
at: rmorten649@aol.com or 402-895-4692 in Omaha NE.

**ATTENTION!** The BMHA E-mail Directory for 1997-98 will be published soon. E-mail your correct and/or updated E-mail address ASAP to hartleyal@aol.com.

**BMHA WEB PAGE** offers quick info. Do you have friends who want to know about BMHA? The quick way to get up-to-date info for them is to go to the BMHA Web Page. Here's how: First go to [www.ragbrai.org/index.html](http://www.ragbrai.org/index.html). Click on the link for *Bicycle Mobile Hams of America*. And then, for more detail, click on *More BMHA info about radios on bikes*.

**LAST MINUTE ADDITION** to Teddy Neeman's (4Z5JQ) article on Page 3:

Teddy says: Americans see tourism ads, they ask me about cycling and hamming in Israel. Israel is a fine country for cycling and/or hamming. Rain is sparse and confined to a short season. Sunshine is abundant. VHF and UHF repeaters cover a

large part of the country and can usually be accessed unless you are on uneven terrain.

These web sites have detailed info on biking in Israel:  
"Round Galilee Tour" site:  
<http://www.cs.hugi.ac.il/~lahat/sovev/>  
All other activities, and all info on biking in Israel:  
<http://www.agmon.co.il/bikes/>  
Contact me when you come here to visit.  
(signed) Teddy Neeman, 4Z5JQ. Email: teddy@teledata.co.il

**CONGRATS!** Charlie Hingston, KB2HSX. of Cortland NY has upgraded to Tech Plus. Nice goin', Charlie.

**HOSPITALITY:** Linda Eaton, KF6CUT, is still accepting comments on the BMHA Hospitality List---see page 1 in the previous issue. Contact her at lindaekib@aol.com.

**CORRECTION:** In a previous issue we botched the call sign of new member Fred Marx, of Brook Park, Ohio. Fred's correct call is N8ZCI. Sorry, Fred.

## Writers Wanted!

We always need manuscripts on these subjects:  
**Antennas.** Our readers have shown more interest in this department than any other. Antenna homebrewers, please notice.  
**Travel and Adventure.** Always looking for stories about long (or short) bike trips. Especially, instances where ham radio took care of much-needed emergency communication; instances where local hams offered overnight accommodations or helped you out of a tight spot; cycling trips in foreign countries. About a third of the article should deal with how (and what) ham radio was used on the trip.

If you'd like to write on any of these topics, send me a brief outline. Or just sit down and bat it out and send in the completed article. Send it on a disc or through E-mail (hartleyal@aol.com) and our editorial staff will love you!

If you tell us your bike tour plans we'll publish them in the NewsLetter and help make it possible for you to meet fellow BMMHAers in person or on radio as you pedal along. Just send in your route and the dates.

---Hartley Alley, NAOA, Editor. Email: hartleyal@aol.com.

## Membership Application

MemAPPL3.wps 6/17/96 /pc /newmem /pac /E-mail /newHAM /NONham /news /Q's /rost /welo /serv  
**BICYCLE MOBILE HAMS OF AMERICA** date \_\_\_\_\_  
Box 4009, Boulder, CO 80306-4009

Individual \$10 \_\_\_\_\_ new member? \_\_\_\_\_ renewal? \_\_\_\_\_  
(US or Canada)

Family \$15 \_\_\_\_\_ Foreign \$15 \_\_\_\_\_ Donation \$ \_\_\_\_\_  
(limit: two persons)

Make check payable to BMHA, in US dollars or international money order.

Name \_\_\_\_\_ Call \_\_\_\_\_

Address \_\_\_\_\_ License Class \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Age \_\_\_\_\_ Most miles bicycled in one day \_\_\_\_\_

## BMHA's Official Logo

The next time you need to order new QSL cards, don't forget to include the BMHA logo in your design. Here's the official logo, as designed by Russ Dwarshuis, KB8U.

BICYCLE MOBILE



HAMS OF AMERICA

BICYCLE MOBILE



HAMS OF AMERICA

# **BMHA NEWSLETTER**

Bicycle Mobile Hams of America  
PO Box 4009  
Boulder, CO 80306-4009

## **First Class Mail**

## **COMMENTS**

....I've been a licensed ham for the past 22 years and an avid cyclist for about 10 years. Didn't start putting the two together until a couple of years ago. Now I always carry the 2-meter HT along with me whenever I go out, be it skiing, snowshoeing, or cycling. (The new 2-meter handhelds are so much more compact these days!)

Although most of my riding is done off-road these days, I still enjoy road riding, and manage to get in a couple of week-long self-contained tours every summer, along with the spontaneous weekends here and there. I have a 30-meter CW rig I take along on those trips. I would like more information on membership in BMHA, plus info on BMHA activities at the Dayton HamVention this year, as I plan to check it out this year.

---Karl Rifenbark, KB8VKB, Traverse City, MI

....Bicycle Hint: Tired of having your training rollers wearing off the latex on your new tires? Take a thumbnail size amount of liquid soap and rub into each roller until dry. (Caution!--avoid the belt tracks).

-----Herbert Perrine, WD8DLQ, Dayton, OH

....Please sign me up. I'm a 29 year-old Coast Guard technician, stationed in New Bedford, MA. I primarily work 2-meter stations as a bicycle-mobile operator. I commute by bicycle about 110 miles a week. My bicycle-mobile station is comprised of my HT, a 30W amplifier, a copper wire J-pole antenna, an in-ear speaker/microphone, a 200-channel scanner,

and a 12V 6.5 Ah gel cell. My equipment is mounted on an all-terrain bicycle with front suspension. The bicycle-mobile station's total weight is 47 lbs.

I look forward to enjoying the newsletters. Soon, I hope to communicate with BMHA members through packet or the Internet.

---Scott Farrell, KE4WMF, Buzzards Bay MA  
(ke4wmffar@aol.com)

....The articles in Volume 8, No.1 about "Gear" by Scott Ryan and Bill Sharp have the specific type of description us new hams need to equip our radios for bicycle mobile operation. Dave Gerbig's contribution in "Bits and Pieces" has the same sort of helpful advice. And of course we always look forward to Bill Paul's "Getting Started" column.

---Dave Devoe, WL7CRD, Fairbanks, ALaska

....My recent move and other life events have interrupted my morse code study. I'm really most interested in the world below 30 MHz. I will wait until I can reliably receive at 5 WPM before I go for my test. I'm comfortable with the written portion and my goal is to have my ticket by the end of 1997. In the meantime, your newsletter makes great reading.

---William Michels, Milford, CT

**ATTENTION!** The BMHA E-mail Directory for 1997-98 will be published soon. E-mail your correct and/or updated E-mail address ASAP to hartleyal@aol.com.